

International Airport and use the revenue at Key West International and Marathon Airports under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before June 23, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Edward R. Sands, Acting Airports Director of Monroe County at the following address: Monroe County, 5100 College Road West, Wing 4, Room 405, Key West, Florida 33040.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Monroe County under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Miguel A. Martinez, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, extension 23. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose a PFC at the Key West International Airport and use the revenue from a PFC at the Key West International and Marathon Airports, in Key West and Marathon, Florida under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 13, 1999, the FAA determined that the application to impose and use a PFC submitted by Monroe County was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 7, 1999.

The following is a brief overview of the application.

PFC Application No.: 99-04-C-00-EYW.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: January 1, 2000.

Proposed charge expiration date: June 30, 2001.

Total estimated PFC revenue: \$946,503.

Brief description of proposed project(s): Construct Electrical Vault (EYW); Acquire Rapid Response Vehicle (EYW); Construct Service Road (MTH); Replace Medium Intensity Taxiway Lights (MTH); Resurface Taxiway Alpha (MTH); Construct Taxiway Extension (MTH); Environmental Mitigation (EYW); Environmental Mitigation (MTH); Replace Runway 9-27 Lighting (EYW); Replace Taxiway Lighting (EYW); Resurface Runway 9-27 (EYW); Resurface Taxiway Alpha (EYW); Implement Part 150 Recommendations—Phase I (EYW); Construct General Aviation Apron (MTH); Expand General Aviation (MTH).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Monroe County.

Issued in Orlando, Florida on May 18, 1999.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 99-13015 Filed 5-21-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.
ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 3, 1999 (64 FR 10337).

DATES: Comments must be submitted on or before June 23, 1999.

FOR FURTHER INFORMATION CONTACT: Edmund T. Sommer, Jr., Chief, Division of General and International Law, Office of the Chief Counsel, Maritime Administration, MAR-221, Room 7232, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5181 or fax 202-366-7485. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Maritime Administration (MARAD)

Title: Procedures, New Subpart B—Application for Designation of Vessels as American Great Lakes Vessels.

OMB Control Number: 2133-0521.

Type of Request: Extension of currently approved collection.

Affected Public: Shipowners of merchant vessels.

Form(s): None.

Abstract: Public Law 101-624 directs the Secretary of the Department of Transportation to issue regulations that establish requirements for the submission of applications by owners of ocean vessels for designation as "American Great Lakes Vessels." This collection of information is mandated by statute to establish that a vessel meets statutory criteria for obtaining the benefit of eligibility to carry preference cargoes.

Annual Estimated Burden Hours: 1.25 hours.

Addressee: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

Comments are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of MARAD, including whether the information will have practical utility; the accuracy of MARAD's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. Please note that a comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, D.C.

Dated: May 19, 1999.

Joel C. Richard,

*Secretary, Maritime Administration,
Department of Transportation.*

[FR Doc. 99-13011 Filed 5-21-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5698; Notice 1]

American Honda Motor Company, Inc.; Receipt of Application for Second Renewal of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 122

We are seeking comments on the application by American Honda Motor Co., Inc., of Torrance, California ("Honda"), for a second renewal of its temporary exemption from the fade and water recovery requirements of Federal Motor Vehicle Safety Standard No. 122 *Motorcycle brake systems*. Honda asserts that an exemption would make easier the development or field evaluation of a new motor vehicle safety feature providing a safety level at least equal to the safety level of the standard.

We are publishing this notice of receipt of the application in accordance with the requirements of 49 U.S.C. 30113(b)(2). This action does not represent that we have made any judgment on the merits of the application.

The discussion that follows is based on information contained in Honda's application.

Why Honda Needs Again To Renew Its Temporary Exemption To Make Easier the Development or Field Evaluation of a New Motor Vehicle Safety Feature Providing a Safety Level at Least Equal to the Safety Level of Standard No. 122

We previously granted Honda NHTSA Temporary Exemption No. 97-1, expiring September 1, 1998, from the following requirements of 49 CFR 571.122 Standard No. 122 *Motorcycle brake systems*: S5.4.1 Baseline check—minimum and maximum pedal forces, S5.4.2 Fade, S5.4.3 Fade recovery, S5.7.2 Water recovery test, and S6.10 Brake actuation forces (62 FR 52372, October 7, 1997). This exemption covered Honda's 1998 CBR1100XX motorcycle. Honda later applied for an extension of its exemption to September 1, 1999, to cover the 1999 model CBR1100XX motorcycle. This request was also granted (63 FR 65272, November 25, 1998). Now Honda has applied for the exemption to continue

for another year to cover the 2000 model CBR1100XX motorcycle. The 2000 model of the CBR1100XX will be mechanically identical to the 1999 model. Under Temporary Exemption No. 97-1, Honda has sold far less than 2,500 exempted 1998 and 1999 model CBR1100XX motorcycles.

Honda's original and renewed requests concern exemption "from the requirement of the minimum hand-lever force of five pounds in the base line check for the fade and water recovery tests." The company continues to evaluate the marketability of an "improved" motorcycle brake system setting which is currently applied to the model sold in Europe. The difference in setting is limited to a softer master cylinder return spring in the European version. Using the softer spring results in a "more predictable (linear) feeling during initial brake lever application," and "allows a more predictable rise in brake gain." Honda considers that motorcycle brake systems have continued to evolve and improve since Standard No. 122 was adopted in 1972, and that one area of improvement is brake lever force which has gradually been reduced. However, the five-pound minimum specification "is preventing further development and improvement" of brake system characteristics. This limit, when applied to the CBR1100XX "results in an imprecise feeling when the rider applies low-level front brake lever inputs."

On November 5, 1997, Honda submitted a petition for rulemaking to amend Standard No. 122 to eliminate the minimum brake actuation force requirement. We granted Honda's rulemaking petition on March 16, 1999. Honda interprets this action as "signifying that the agency believes a further review of the issues raised in the petition appears to have merit."

The CBR1100XX is equipped with Honda's Linked Brake System (LBS) which is designed to engage both front and rear brakes when either the front brake lever or the rear brake pedal is used. The LBS differs from other integrated systems in that it allows the rider to choose which wheel gets the majority of braking force, depending on which brake control the rider uses.

According to Honda, the overall braking performance remains unchanged from a conforming motorcycle. Exempted CBR1100XX vehicles meet "the stopping distance requirement but at lever forces slightly below the minimum."

Honda's Reasons Why a Temporary Exemption Is in the Public Interest and Consistent With Objectives of Motor Vehicle Safety

Honda argued in 1997 that granting an exemption would be in the public interest and consistent with objectives of traffic safety because it

* * * should improve a rider's ability to precisely modulate the brake force at low-level brake lever input forces. Improving the predictability, even at very low-level brake lever input, increases the rider's confidence in the motorcycle's brake system.

Honda repeated those arguments in 1998 and 1999. It has asserted that a renewal allows further refinement and development of the LBS. It believes that the LBS has "many desirable characteristics—especially during emergency braking—that could reduce the number of rear brake lock-up crashes."

How To Comment on Honda's Application

If you wish to comment on Honda's application, please do so in writing, referring to the docket number and the notice number, and send two copies to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590.

We shall consider all comments received before the close of business on the comment closing date indicated below. All comments will be available for examination in the docket in Room PL-401 both before and after that date. To the extent possible, we shall also consider comments filed after the closing date. When the Administrator has made a decision, we shall publish it in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: June 23, 1999. (49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on May 18, 1999.

L. Robert Shelton,

*Associate Administrator for Safety
Performance Standards.*

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